

Technical Note 1: Highways

Project: Britannia Mills, Slaithwaite,
West Yorkshire



15 June 2018

This Technical Note has been written in response to the consultation comments dated 22nd February 2018 made by Kirklees Metropolitan Council's (KMC) Highways Officers on planning application reference 2018 / 90051. The document is not annotated on every page but does have some headings on the three pages. Reference is therefore made to the pages (1 to 3 in the PDF document) and the headings used as appropriate. The said document is attached to this Technical Note.

Page 1

Page 1 is largely descriptive of the site and the proposals and reference is made to the Transport Statement submitted with the application.

Page 2 – Access / Traffic Generation / Parking / Servicing

The text again under these headings on this page are again descriptive and makes reference to our Transport Statement on these matters but makes no comments at this stage.

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Pages 2 and 3 – Highways Comments

KMC Highways Officers comment that the existing access is narrow and there is not enough width for two vehicles to pass. Also state there is no pedestrian provision in to the site and the sight lines to the left when exiting the site are poor as is the inter visibility between drivers and pedestrians at the Britannia Road junction. KMC comment on the swept paths of vehicles turning in and out of the site and internally and that the proposed parking provision only refers to the proposed units. KMC question the predicted traffic for the proposed development in our Transport Statement (consider it to be low). Mention is also made of a previous approval for a major access improvement on to Britannia Road which would necessitate demolition of several buildings (single and multiple storey) and draw the above together in their conclusion suggesting access improvements, consideration of an alternate access on to Kiln Hill and parking for existing uses but do recognise the proposals do offer an improvement when compared to the existing situation.

We would respond on the Council's comments in the following paragraphs.

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Response to KMC Highways Comments

Our response to the KMC consultation comments is broken down to matters relating to predicted traffic, access, swept paths and parking provision.

Predicted Traffic

The TRICS database has been interrogated to see if there is any data available for an industrial use in this location. We have obtained rates for an industrial estate for edge of centre locations for robustness and these are attached. The peak hour rates and predicted flows for the proposed 1,113sqm of employment uses are shown in table 1 below.

TABLE 1. REVISED TRAFFIC GENERATIONS

	Morning Peak		Evening Peak	
	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rates	0.576	0.402	0.232	0.699
Predicted Traffic (30 units)	6	5	3	8

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The revised analyses indicate that the proposed development might generate 11 vehicle movements in either peak hour. Whilst these flows are slightly higher than those quoted in our Transport Statement (6 vehicles) they are still low and so the traffic impact of the proposals will still be neither material nor significant when distributed offsite.

Access

We have reviewed the large-scale access improvements referred to by the Officer and consider that a compromise solution akin the first stage proposals would be more appropriate having due regard to cost implications and viability of the development proposals.

A separate access on to Kiln Hill has been investigated but there is a 3m level difference between it and the site and visibility on to Kiln Hill is not great due to the bend in that road.

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A revised access proposal is now shown on drawing 1714104 attached to this Technical Note. This will require the demolition of a single storey building and the creation of a pedestrian ramp to provide access to the retained multiple storey building. The scheme would retain the three parking spaces close to Britannia Road and provide a radius build out opposite to push exiting vehicles away from the corner of the property to the south. The latter assists in maximising the visibility to the left (south) and driver / pedestrian inter visibility. A pedestrian route along the southern side of the access is also shown / would be marked out on site given the light vehicle flows using a widened access (5.2m).

Swept path analysis of the improved access shows that the anticipated sizes of vehicles can use it safely and it will represent a significant improvement on the existing situation.

Swept Path Analyses

The swept path analyses have been reviewed and repeated to assess where additional parking might be provided within the site. These are shown on drawings 1714101a, 1714102a and 1714103a attached to this Technical Note. These analyses show how differing sizes of goods vehicles can enter and leave the site and that there is some margin for driver error / variance in doing so. Vehicles up to and including 10m rigid vehicles can access all the site although given the size of many of the units, smaller vehicles are more likely to be used. Certainly that is the case with the occupiers of the existing retained units adjacent to the development site.

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Parking Provision

The original proposals were for 22 spaces which complies with the parking guidance for the proposed development. However, KMC has asked for provision to be made for the existing / retained uses adjacent to the proposals.

We have reviewed the parking provision proposed and existing spaces on the site. A monitoring exercise of parking usage was carried out which showed the three spaces near Britannia Road were the most popular and consistently in use. Observations also showed that 3 to 4 vehicles parked in the courtyard area out with the development site and so these spaces have been shown on the drawings.

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The revised swept path analyses have also shown that we can adjust the position of some of the new parking spaces slightly which would allow a further 4 spaces to be provided behind them (in tandem), an extra 4 spaces on the eastern boundary and 2 spaces (in tandem) towards the southern (Kiln Hill) boundary.

Therefore, there are 7 spaces shown out with the development site for existing retained uses adjacent to it plus 32 spaces (29 if the tandem spaces are excluded) within the development site for use by all occupiers of the existing and proposed development site.

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Ref: 17141 Britannia Mills Technical Note 1

Attachments

1 – KMC Response 22nd Feb 2018

2 – TRICS Data – Industrial Estate

3 – Drg No. 1714104

4 – Drg Nos. 1714101a, 02a & 03a